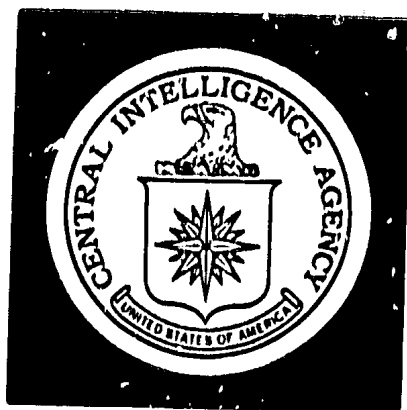


Declassified in Part - <sup>170</sup> 25V1  
Sanitized Copy Approved for  
Release 2012/05/31 :   
CIA-RDP85T00875R00160003  


Declassified in Part -   
Sanitized Copy Approved for  
Release 2012/05/31 :   
CIA-RDP85T00875R00160003  


*W. J. R.*  
~~Secret~~

25X1



DIRECTORATE OF  
INTELLIGENCE

# Intelligence Memorandum

*Shipping To North Vietnam During November 1970*

**DOCUMENT SERVICES BRANCH  
FILE COPY  
DO NOT DESTROY**

~~Secret~~

ER IM 70-189  
December 1970

Copy No. 63

## WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the US Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

## SECRET

### Foreword

All data in this memorandum are preliminary and subject to minor changes as additional information becomes available. Data for the preceding month and monthly averages presented in the tables have been adjusted to reflect corrections and additions. Weights of cargoes are expressed in metric tons. Because of rounding, components may not add to the totals shown.

SECRET

25X1

CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence  
December 1970

## INTELLIGENCE MEMORANDUM

Shipping To North Vietnam  
During November 1970

Highlights

North Vietnam's seaborne imports rose sharply in November to 197,000 tons, their second highest level in 1970 and more than 40,000 tons above the monthly average during January-October. Deliveries from the USSR reached a record 151,800 tons; they included a near-record 54,300 tons of foodstuffs which pushed total imports in this category to 75,100 tons, the highest volume since May. After three low months, petroleum deliveries reached 39,500 tons, exceeding the monthly average in the first ten months by more than 11,000 tons. Fertilizer imports declined despite the arrival of large amounts of ammonium sulfate from the USSR. Five of the six Soviet ships that arrived from the Black Sea delivered small consignments of unspecified military assistance cargoes which probably were not arms or ammunition. Imports from China rebounded to 25,100 tons but remained below the January-October monthly average.

Exports rose for the third consecutive month, to 76,000 tons, the highest level in 1970. Coal shipments to China dropped to 11,700 tons, but shipments to Japan surged to 44,400 tons, bringing total coal exports to 57,700 tons, the highest volume since February 1969. Apatite shipments rose to 7,600 tons and included the first substantial shipment to Japan in 1970.

*Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research and information on ship arrivals was coordinated with the Naval Intelligence Command.*

SECRET

25X1

## SECRET

Ship arrivals from foreign ports in November jumped to 47, including 30 Soviet arrivals -- equal to the record high in May. Haiphong was congested throughout November because of the numerous ship arrivals. The average number of foreign dry cargo ships in Haiphong per day rose from 12 in October to 16 in November, and the average layover time for departing dry cargo ships reached 17 days, four more than in October. Little progress toward completion of the extension of Haiphong's Chamber of Commerce Wharves was observed during the month.

Imports

1. Record deliveries of 151,800 tons from the USSR in November propelled total seaborne imports to 197,000 tons, their second highest level in 1970 (see Tables 1 and 2). The Soviet share increased for the fourth consecutive month, to 77%. Shipments from Soviet Far Eastern ports more than doubled to 97,800 tons, and those from Soviet Black Sea ports increased to 50,300 tons (see Figure 1). Imports from Communist China increased from the October low of 5,000 tons to 25,100 tons but remained below the January-October monthly average and accounted for only 13% of total imports.

2. Near-record deliveries of 54,300 tons from the USSR\* brought foodstuff deliveries to 75,100 tons, the highest volume since May. More than 10,000 tons of sugar were unloaded from Cuba, and 10,500 tons of rice and corn arrived from Communist China. Petroleum imports reached 39,500 tons, the highest level since June, and included 6,200 tons in drums, an unusually high amount. About 2,600 tons of this packaged petroleum was delivered by two Chinese ships to the Hon Nieu anchorage near Vinh and Ben Thuy, the eastern terminus of a pipeline leading into Laos.

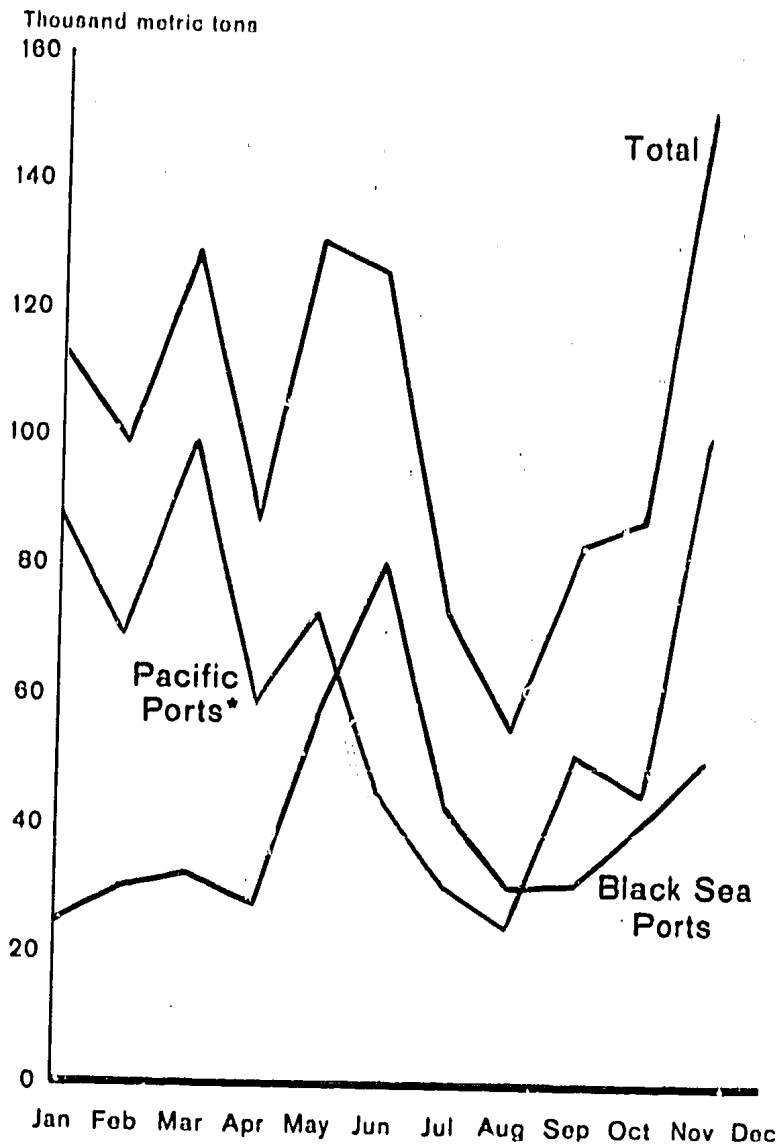
\* Including 44,900 tons of flour and 300 tons of rice out of Vladivostok.

SECRET

SECRET

**North Vietnam:  
Seaborne Imports from the USSR  
January - November 1970**

Figure 1



*\*Including, in November, 3,700 tons of Soviet cargo transshipped from North Korea*

25X1  
25X1

SECRET

## SECRET

3. Fertilizer shipments fell slightly to 18,700 tons despite deliveries from the USSR of 15,500 tons of ammonium sulfate, the highest volume from that source since May. Deliveries of urea from Japan, which exceeded 11,000 tons in October, fell to only 3,200 tons. A Free World ship delivered 1,900 tons of Soviet fertilizer along with other cargo from Hungnam, North Korea. Such cargo usually comes directly from the USSR on Soviet ships.

4. Imports of general and miscellaneous cargo increased significantly above the January-October monthly average as a result of record deliveries from the USSR. Nonferrous metals, wire and cable, electrical equipment, rails, and textiles advanced considerably above October levels. One Soviet ship delivered 7,200 tons of cement from the Soviet Far East; another offloaded 3,700 tons of pyrites (possibly for use in manufacturing fertilizer), and a third brought in 56 tons of ammonite explosive for a project believed to involve pipeline construction. Five of the six Soviet ships from Black Sea ports delivered small consignments of military assistance cargo; none of these are believed to have contained arms or ammunition. Cumulative deliveries of this type of cargo reached 685 tons during the first 11 months of 1970, close to the total for the same period in 1969.\* Unidentified cargo in November totaled 22,500 tons, about the same amount as in October.

Exports

5. Seaborne exports rose to 76,000 tons, the highest volume during 1970 (see Tables 3 and 4). Outbound shipments of coal reached 57,700 tons, the highest level since February 1969. In an apparent attempt to fulfill contract requirements set earlier in 1970, the North Vietnamese boosted their shipments of coal to Japan in November to 44,400 tons, about two-thirds above the October level. This figure is still short of the

\* Cumulative deliveries for the first ten months of 1970 amounted to 660 tons, instead of 800 tons

25X1



## SECRET

57,000 tons they would have to average in November and December to meet North Vietnam's minimum contractual commitment for 1970. Most of the coal for Japan was carried on Soviet ships. Coal for Communist China dropped to 11,700 tons, about 4,400 tons less than in October. A consignment of 1,600 tons of coal, apparently for Poland, was shipped out of Cam Pha aboard the Polish merchant vessel. *Ludwig Solaki*.

6. Apatite shipments rose to 7,600 tons and included the first substantial shipment to Japan of the year (4,400 tons); the remaining 3,200 tons was shipped to Communist China. Cement exports rose to 2,100 tons, all destined for Hong Kong. There were no exports of rice for the first month since January.

#### Situation in Haiphong

7. Ship arrivals in North Vietnam, including 30 Soviet ships (equal to the record number in May), rose to 47, close to the high for the year and 15 more than in October (see Table 5). The increase in arrivals resulted in congestion that persisted throughout the month. The average number of foreign dry cargo ships in Haiphong per day rose from 12 in October to 16 in November, and the average layover time for departing dry cargo ships reached 17 days, four more than in October (see Figure 2). Congestion in November would have been worse if a large portion of the increased imports had not consisted of bagged flour, which can be discharged at faster rates than general cargo such as machinery and metal products. Construction work on the extension of Haiphong's Chamber of Commerce Wharves showed little progress in November.

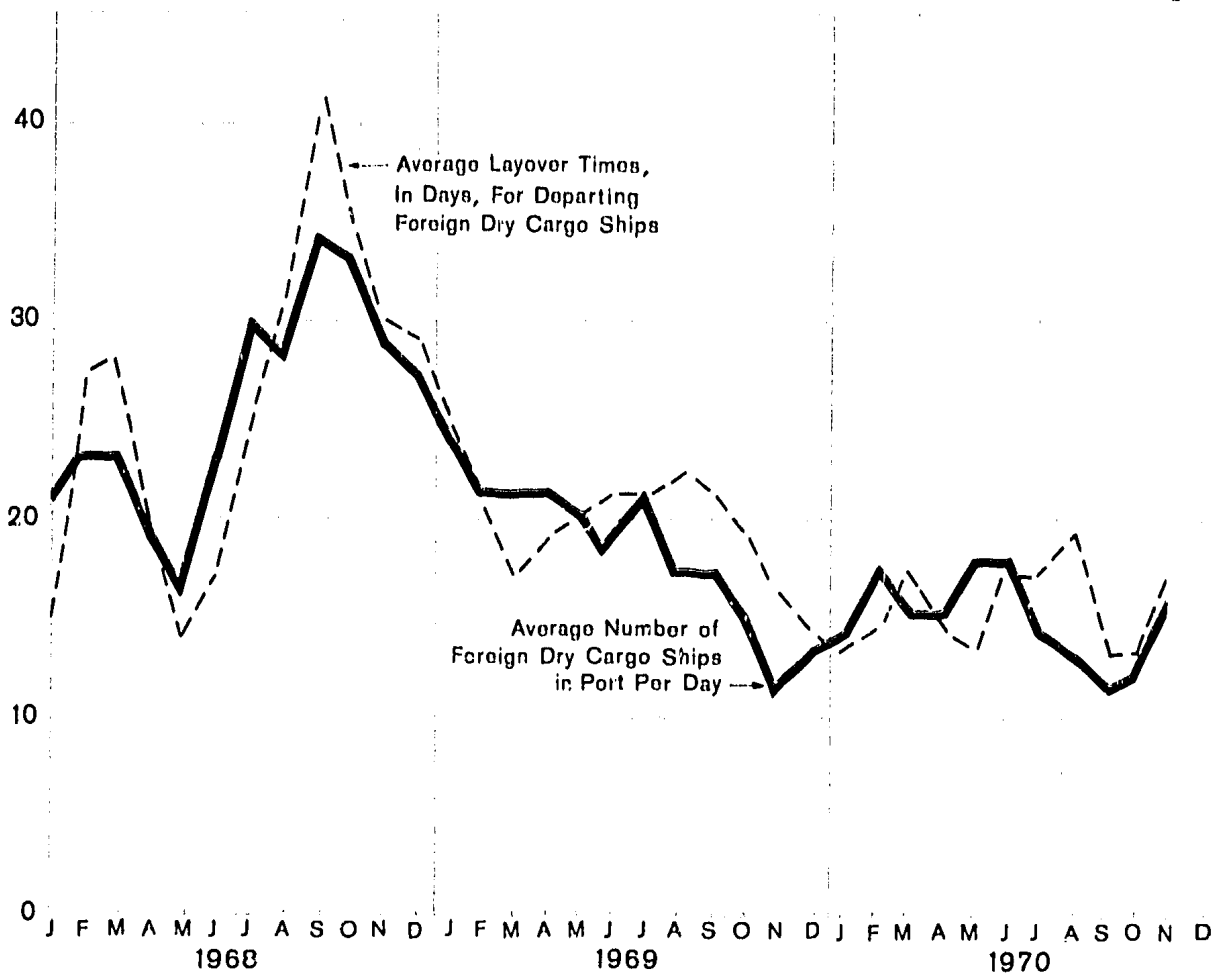
#### Chinese Trade

8. Despite the resurgence in November from the low volume in October, seaborne trade with Communist China continues to be depressed. Reduced deliveries of foodstuffs, North Vietnam's chief seaborne import from China, have held total imports from China to a monthly average of 29,400 tons in 1970, compared to 45,200 tons in 1969 and 58,400 tons in 1968. Chinese ships carry rice and small quantities of corn from South Chinese ports such as Whampoa,

SECRET

Congestion at Haiphong\*

Figure 2



\*Tankers are excluded from these averages because they do not compete with dry cargo ships for the limited berthing space in Haiphong. The average layover time for departing dry cargo ships is compiled by averaging layover times (including both the day of arrival and the day of departure) of all foreign dry cargo ships leaving Haiphong in the month.

25X1

25X1

SECRET

## SECRET

Haiku, and Peihei (see Figure 3); Free World ships, most of them operated by Hong Kong or Singapore firms and under charter to North Vietnam or China, deliver corn and soybeans from North China.\* Good rice harvests in North Vietnam since the bombing halt along with increased utilization of rice substitutes such as wheat flour, which provide more nutrients per unit of expenditure, may account for reduced rice imports.

9. Exports to China during 1970 have averaged 13,600 tons per month, compared with 15,000 tons in 1969 and 28,200 tons in 1968. A drop in coal exports, which have accounted for more than two-thirds of total exports to China, is chiefly responsible for the overall decline. Reduced coal shipments to China are probably the result of priority accorded contracts with Japan (which pays for coal in hard currency), of internal problems of management and labor productivity in coal mines and producing facilities, or of reduced imports from China.

10. Some of the trade with China which formerly was shipped by sea may now be moving by rail. Substantiating information, however, is lacking. Known rail shipments from China averaged 700 tons a month during January-June 1970, about 30% lower than in 1969, but this figure probably represents only a fraction of actual rail shipments. Identified imports by rail consist principally of explosives, vehicles, raw materials, industrial goods, medicines and medical equipment; and arms and ammunition probably move by this mode also. Almost no foodstuffs have been identified, however, and they presumably continue to move almost exclusively by sea. Little is known of cargoes exported to China by rail, except for a report of plans to ship 30,000 tons of apatite by rail in the last third of 1970.

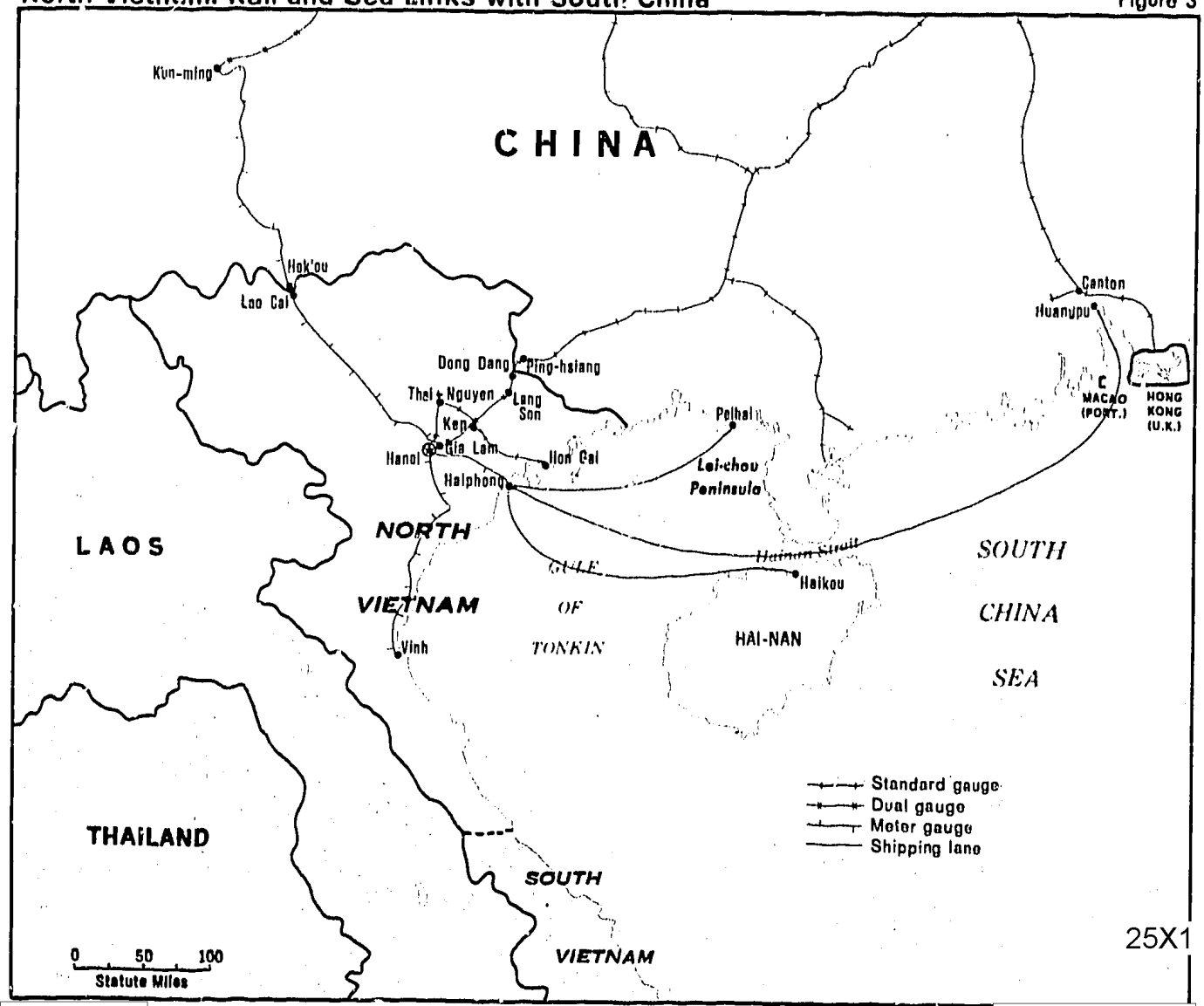
\* *Chinese ships avoid travel to North Vietnam from North Chinese ports because this route passes near Taiwan, where ships might be subjected to harassment by the Nationalist Chinese.*

SECRET

SECRET

North Vietnam: Rail and Sea Links with South China

Figure 3



25X1

25X1

SECRET

Table 1

Seaborne Imports, by Origin and Commodity a/  
1970

Thousand Metric Tons

Origin	Foodstuffs		Fertilizer		Petroleum		General and Miscellaneous		Total	
	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct
<i>Total</i>	75.1	54.4	18.7	16.9	39.5	28.2	63.6	55.2	197.0	154.7
Communist	75.1	54.3	15.5	13.1	39.5	28.2	63.3	52.9	193.5	148.5
USSR	54.3	35.6	15.5	10.7	36.8	27.9	45.2	24.5	151.8	98.7
Eastern Europe	--	0.9	--	1.2	0.1	Negl.	6.0	11.3	6.1	13.4
China	10.5	13.4	--	--	2.6	0.3	12.0	16.2	25.1	29.9
North Korea	--	0.4	--	1.2	--	--	0.1	0.9	0.1	2.5
Cuba	10.3	4.0	--	--	--	--	--	Negl.	10.3	4.1
Free World	0	0.1	3.2	3.8	0	0	0.3	2.3	3.5	6.1
Japan	--	--	3.2	3.8	--	--	0.2	0.3	3.4	4.0
Cambodia	--	Negl.	--	--	--	--	--	1.4	--	1.4
Other	--	0.1	--	--	--	--	0.1	0.6	0.1	0.7

a. Identified imports include some estimates of bulk cargoes using methods which have proved to be highly reliable.

**Table 2**  
**Seaborne Imports, by Flag and Commodity**  
**1970**

Thousand Metric Tons							
Flag	Nov				Total	Oct	Monthly Average Jan-Oct
	Food- stuffs	Ferti- lizer	Petro- leum	General and Miscel- laneous			
<i>Total</i>	75.1	18.7	39.5	63.6	197.0	131.2	154.7
Communist	<u>75.1</u>	<u>16.9</u>	<u>39.5</u>	<u>53.5</u>	<u>185.0</u>	<u>122.9</u>	<u>132.9</u>
Soviet	54.3	16.9	36.8	43.5	151.5	90.9	101.9
East European	--	--	0.1	5.9	6.0	27.0	13.0
Chinese	10.5	--	2.6	4.0	17.1	5.0	13.6
Cuban	10.3	--	--	--	10.3	--	4.0
North Vietnamese	--	--	--	0.1	0.1	Negl.	0.4
Free World	<u>0</u>	<u>1.9</u>	<u>0</u>	<u>10.1</u>	<u>12.0</u>	<u>8.3</u>	<u>21.8</u>

SECRET

- 10 -

SECRET

Table 3  
Seaborne Exports, by Destination and Commodity a/  
1970

Thousand Metric Tons

Destination	Coal		Cement		Apatite		Rice		General and Miscellaneous		Total	
	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct	Nov	Monthly Average Jan-Oct
<b>Total</b>	57.7	26.8	2.1	1.0	7.6	7.4	0	2.2	8.2	6.1	75.5	43.5
<b>Communist</b>	13.3	10.1	0	0	3.2	7.2	0	0	2.3	3.2	18.8	20.5
USSR	--	--	--	--	--	--	--	--	0.5	0.4	0.5	0.4
Eastern Europe	1.6	0.5	--	--	--	--	--	--	0.9	0.9	2.5	1.3
China	11.7	8.6	--	--	3.2	3.0	--	--	0.9	1.8	15.8	13.4
North Korea	--	--	--	--	--	4.2	--	--	--	0.1	--	4.3
Cuba	--	1.0	--	--	--	--	--	--	--	0.1	--	1.1
<b>Free World</b>	44.4	16.7	2.1	1.0	4.4	0.2	0	2.2	6.0	2.9	56.9	23.0
Japan	44.4	15.1	--	--	4.4	Negl.	--	--	0.5	0.3	49.3	15.4
Cambodia	--	--	--	--	--	--	--	--	--	0.2	--	0.2
Other	--	1.6	2.1	1.0	--	0.2	--	2.2	5.5	2.4	7.5	7.4

a. Identified exports include some estimates of bulk cargoes using methods which have proved to be highly reliable.

Table 4  
Seaborne Exports, by Flag and Commodity  
1970

Thousand Metric Tons								
Flag	Nov					Total	Oct	Monthly Average Jan-Oct
	Coal	Cement	Apatite	Rice	General and Miscel- laneous			
<i>Total</i>	57.7	2.1	7.6	0	3.2	75.6	59.4	43.5
Communis	48.2	2.1	7.6	0	3.2	66.1	52.9	40.5
Soviet	34.9	--	4.4	--	2.1	41.5	23.8	18.9
East European	1.6	--	--	--	1.2	2.8	1.4	3.5
Chinese	11.7	--	3.2	--	0.9	15.8	24.8	13.5
Cuban	--	--	--	--	--	--	--	2.1
North Vietnamese	--	2.1	--	--	4.0	6.0	2.9	2.5
Free World	9.5	0	0	0	0	9.5	6.5	2.9



Table 5  
Ship Arrivals, by Type, Flag, and Origin  
1970

Type/Flag	Nov						Oct Total	Monthly Average Jan-Oct
	Origins							
	USSR							
	Black Sea	Far East	Communist China	Other Communist	Free World			
Total	4	22	7	5	3	41	33	41.7
Dry Cargo	6	16	7	3	3	41	29	19.4
Tanker	--	6	--	--	--	6	3	4.7
Communist	6	22	5	2	3	44	31	34.4
Soviet	6	22	--	--	2	30	21	22.1
East European	--	--	--	1	--	1	4	2.5
Bulgarian	--	--	--	--	--	--	--	0.4
East German	--	--	--	--	--	--	--	0.1
Polish	--	--	--	--	--	--	4	2.0
Chinese	--	--	5	--	--	5	5	5.4
Cuban	--	--	--	1	--	1	--	0.7
North Vietnamese	--	--	--	--	7	7	1	4.0
Free World	0	0	2	1	0	3	1	5.3
British	--	--	2	--	--	2	1	3.7
Somalian	--	--	--	1	--	1	--	1.3
Other	--	--	--	--	--	--	--	0.3 a/

ILLEGIB